BookletChart™

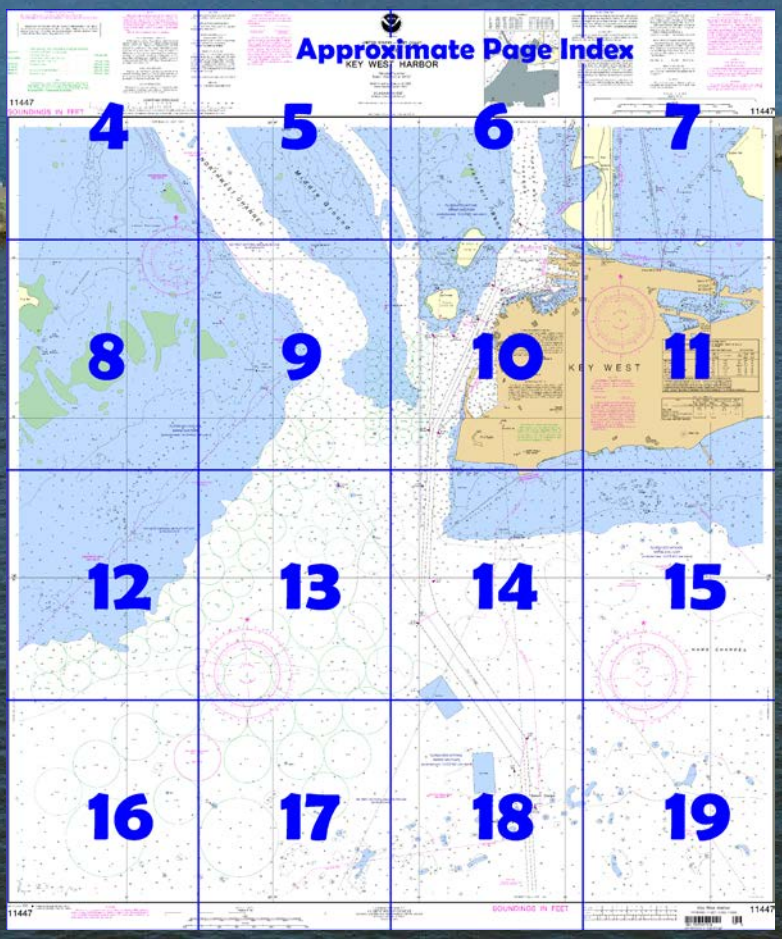
Key West Harbor

NOAA Chart 11447

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

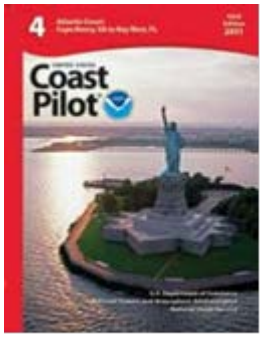
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11447.



(Selected Excerpts from Coast Pilot)
Key West Harbor is 134 miles and 151 miles southwestward of Miami Harbor via the inside and coastwise routes, respectively. The harbor proper lies in front of the city of Key West, protected on the eastern side by the island and on the other sides by reefs, sand flats, and by **Wisteria Island** and **Tank Island.** The harbor is entered through breaks in the reef by several principal channels with depths of 13 to 34 feet, and by several minor channels.

Key West, on the island of the same name near the western end of the Florida Keys, is a winter resort. Commercial fishing is one of the leading industries, but commerce is mostly in crude and refined oils. Cruise ships frequently call here, and the harbor is a safe haven for any vessel.

Prominent features.–Easy to identify when standing along the keys are 300-foot-high radio towers about 0.3 mile eastward of Fort Taylor, the hotel 0.3 mile south of Key West Bight, the cupola close south of the hotel, and a 110-foot-high abandoned lighthouse, 0.5 mile east-northeastward of Fort Taylor. Numerous tanks, lookout towers, and masts are prominent, but difficult to identify. Also conspicuous is a white radar dome and an aerobeacon on Boca Chica Key, and the white dome of the National Weather Service station and the aerobeacon at Key West International Airport. From southward, several apartment complexes, condominiums, and hotels on the south shore extending from just west of Key West International Airport to the abandoned lighthouse are prominent.

Channels.–Main Ship Channel is the only deep-draft approach to Key West. Federal project depth is 34 feet from the Straits of Florida to a turning basin off the Naval Air Station Truman Annex Mole and inside the annex basin, thence 30 feet to an upper turning basin off Key West Bight, and thence 12 feet to and including a turning basin in the bight. (See Notice to Mariners and latest editions of the charts for controlling depths.) The channel from the entrance to the upper turning basin is marked by lighted ranges and other aids to navigation. Spoil areas are W of the channel.

Northwest Channel is a medium-draft passage between Key West Harbor and the Gulf of Mexico. In 2002, the midchannel controlling depth was 10 feet. Vessels can pass directly across the reefs from the Gulf to the Straits of Florida by way of Northwest Channel and Main Ship Channel. The Gulf end of the channel is shifting westward.

The jetties on either side of the Gulf entrance to Northwest Channel are 0.3 to 0.5 mile from the centerline of the channel, and only the outer part of the east jetty shows above low water. The northwest end of the jetty is marked by a light. The channel is marked by a **166°** lighted range, daybeacons, and lighted and unlighted buoys. The pilings and skeletal structure of a former lighthouse are about 0.3 mile southwestward of the south end of the west jetty.

Smith Shoal (see chart 11439), about 4.5 miles northward of the northern entrance to Northwest Channel, is covered 11 feet and marked on its northeast end by **Smith Shoal Light** (24°43'06"N., 81°55'18"W.). The light also marks the northern approach to the channel and is shown 54 feet above the water from a small black house on a white, hexagonal, pyramidal skeleton tower on piles. A relatively flat-topped coral head, covered by a least depth of 11 feet, is about 3.3 miles west-southwestward of the light.

Southwest Channel, a convenient approach to Key West from southwestward, has been swept to a depth of 23 feet and is marked by buoys. In 1961, this depth was confirmed for midchannel. A general course following the aids leads to the outer anchorage and Main Ship Channel. Strangers should not attempt passage at night.

West Channel, a passage leading westward from Key West between the keys and outer reefs, is deep but unmarked.

Calda Channel leads northward from Man of War Harbor to the open waters of the Gulf. The channel is narrow and crooked, but is well marked by daybeacons and a light at the northerly end. In 1983, the controlling depth was reported to be 3 feet, except for shoaling close to the aids marking the channel. In 1992, severe shoaling was reported to extend into the channel between Daybeacon 6 and Daybeacon 8. The channel should be used only with local knowledge and good visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

CAUTION

Numerous cables extend seaward in this area. 36

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HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat. 24°32′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Key West, FL	WXJ-95	162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.526" northward and 0.670" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE

All mooring buoys in "Key West Harbor" and "Man of War Harbor" are strictly for use of the Naval Base. If it is desired to use any of the mooring buoys, permission must be secured from Commander Naval Base.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Key West	(24°33'N/081°48'W)	1.8	1.5	0.2
Key West, south side Hawk Channel	(24°33'N/081°47'W)	1.9	1.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2008)

KEY WEST HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2001 AND SURVEYS TO FEB 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MAIN CHANNEL RANGE	35.0	35.0	35.0	2-12	300	2.68	34
CUT A RANGE	36.0	36.0	35.0	2-12	800	1.03	34
CUT B RANGE	A36.0	36.0	35.0	2-12	800-300	1.16	34
THENCE TO BUOY 23	32.0	31.0	B33.0	2-12	300	.75	34
BUOY 23 TO TURNING BASIN	31.0	31.0	31.0	2-12	300	.24	30
KEY WEST BIGHT CHANNEL	18.0	C,E16.0	D14.0	2-12	150	.50	12
TURNING BASIN	13.0	14.0	14.4	11-01; 2-12	125-300	.10	12

A. CORAL HEAD LOCATED WITH A DEPTH OF 32 FEET, LOCATED AT 24°31'46.6"N; 81°48'56.7"W.
B. OBSTRUCTION LOCATED WITH A DEPTH OF 30 FEET, LOCATED AT 24°33'30.9"N; 81°48'35.3"W.
C. OBSTRUCTION LOCATED WITH A DEPTH OF 14 FEET, LOCATED AT 24°33'47.2"N; 81°48'18.8"W.
D. OBSTRUCTION LOCATED WITH A DEPTH OF 25 FEET, LOCATED AT 24°33'44.7"N; 81°48'26.2"W.
E. OBSTRUCTION LOCATED WITH A DEPTH OF 13 FEET, LOCATED AT 24°33'49.4"N; 81°47'58.6"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ANCHORAGE AND MOORING CLASSIFICATIONS

Berths-A	PC, PGS, AM, AMS, and other small craft of similar size	200 yds. Diam.
Berths-B&C	for DD, DDE, LST, LSM, SS, and other ships of similar size	400 yds. Diam.
Berths-D	for general use	600 yds. Diam.
Berths-E		1000 yds. Diam.
Berths-F	for use of the Naval Station	325 yds. Diam.
Berths-X	for general use	500 yds. Diam.

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Berths-A	PC, PGS, AM, AMS, and other small craft of similar size	200 yds. Diam.
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NOTE

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 and 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 4 and 5 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Grid, east zone is indicated by dashed ticks at 5,000 foot intervals thus: –|–
The last three digits are omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.526" northward and 0.670" eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

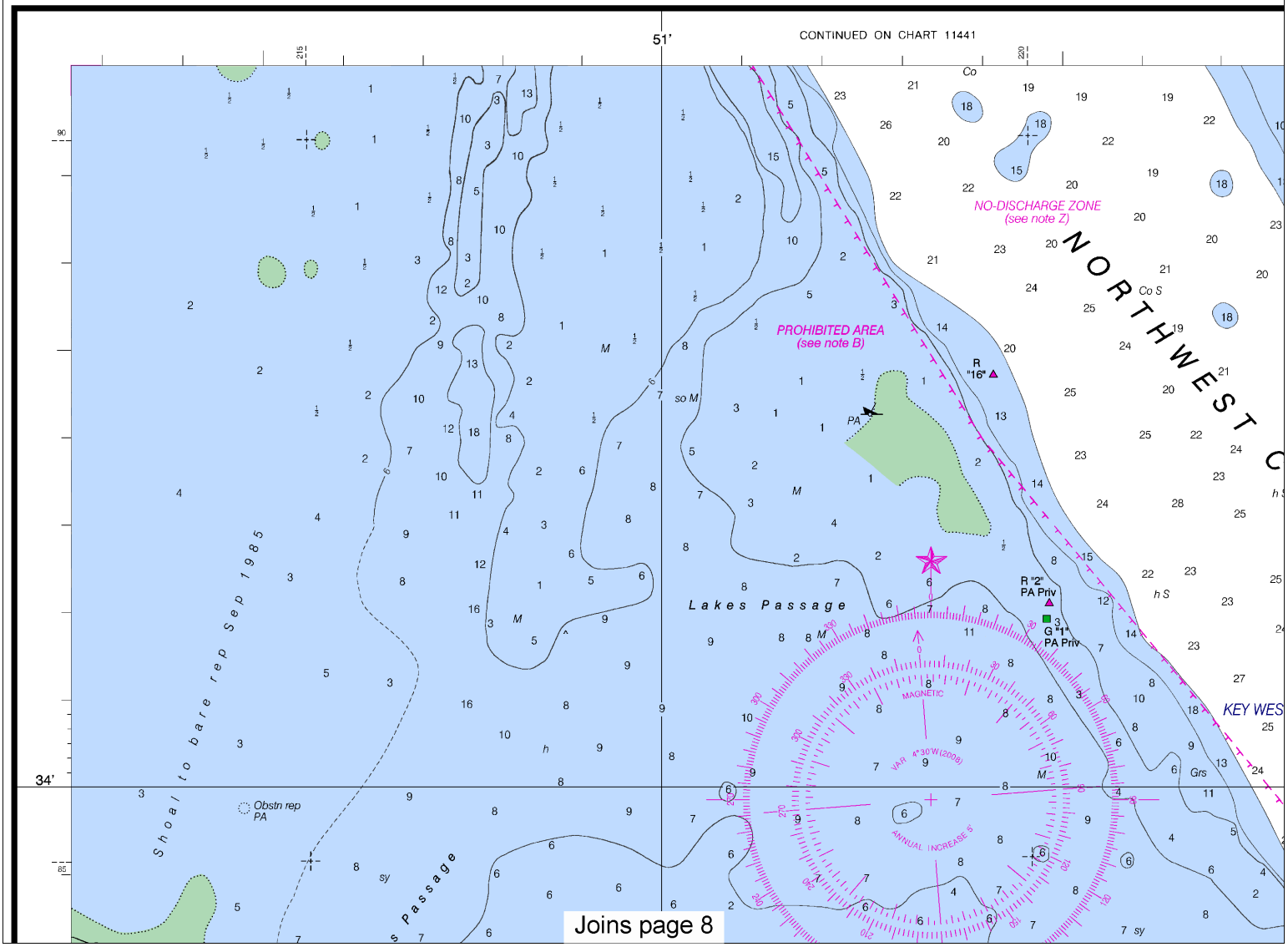
11447

SOUNDINGS IN FEET

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles 0

Yards 200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.

CAUTION

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Pipeline Area

Cable Area

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES — EAST COAST

FLORIDA

KEY WEST HARBOR

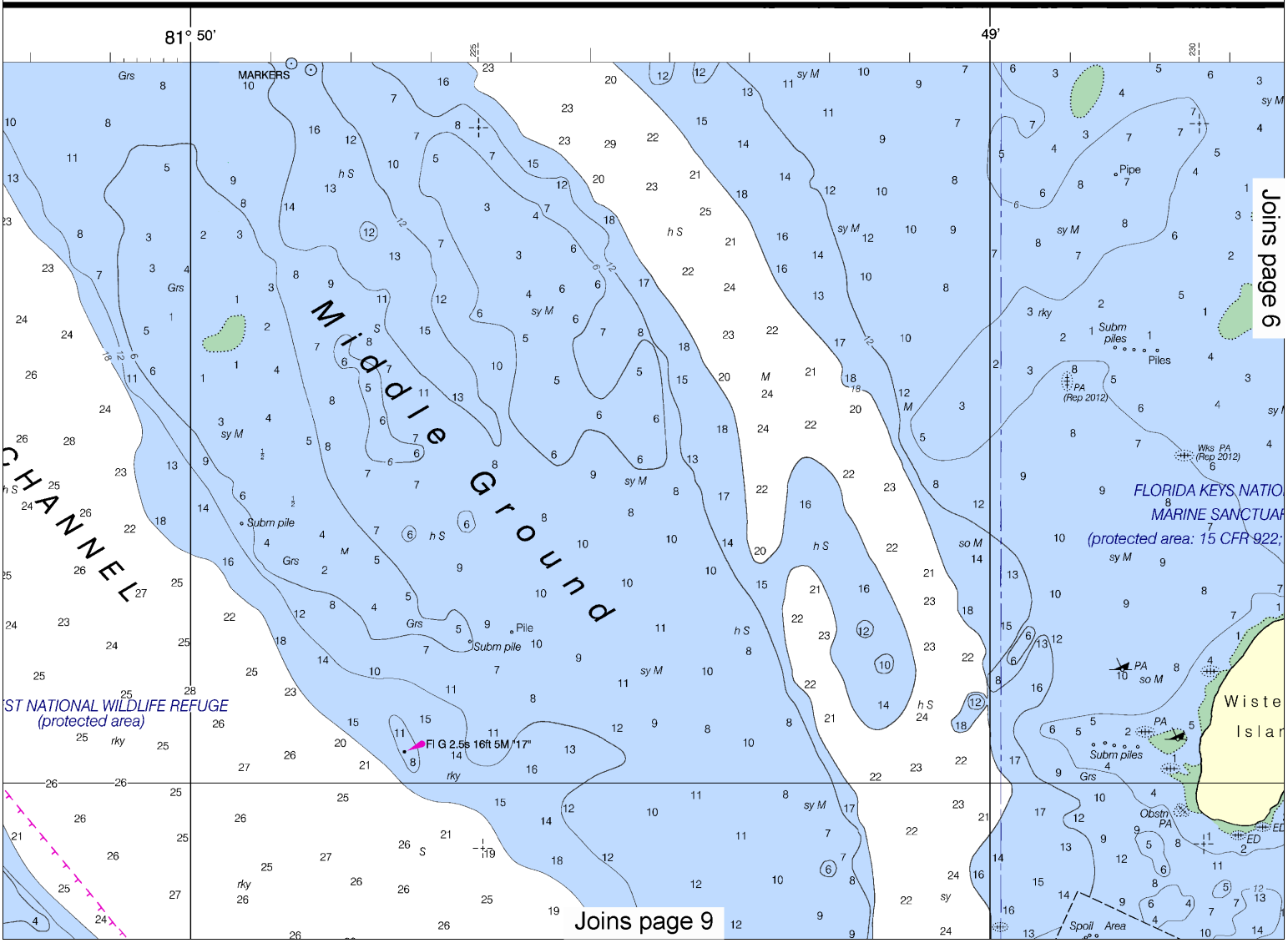
Mercator Projection
Scale 1:10,000 at Lat. 24°32′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 576, 1st Ed., July 1941 C-1941-542 KAPP 327



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

THE NATION'S CHARTMAKER SINCE 1807

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KEY WEST HARBOR

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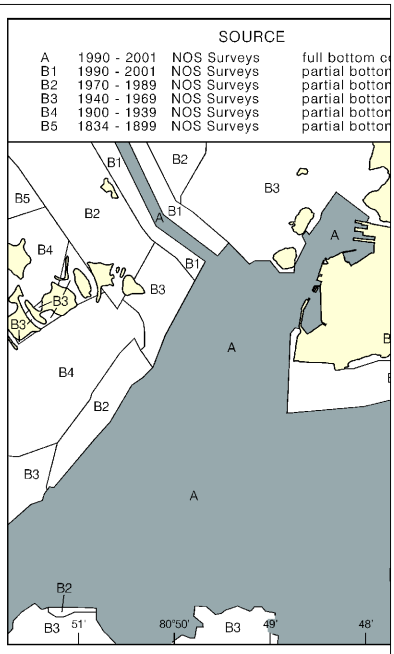
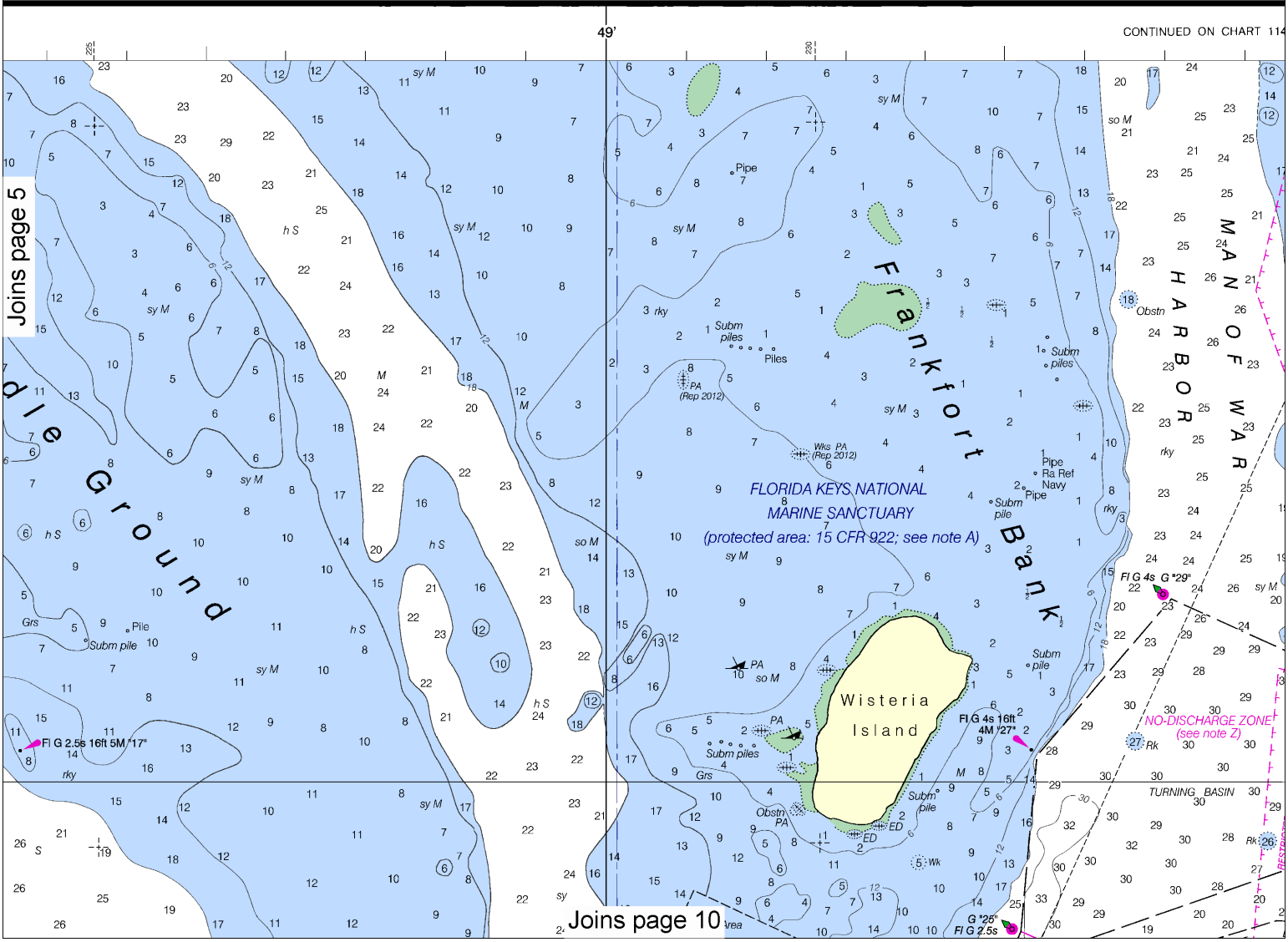


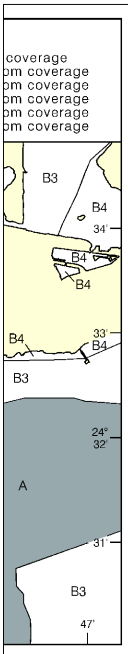


Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.



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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Key West, FL	WXJ-95	162.40 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE B
PROHIBITED AREAS
(Areas to be avoided)

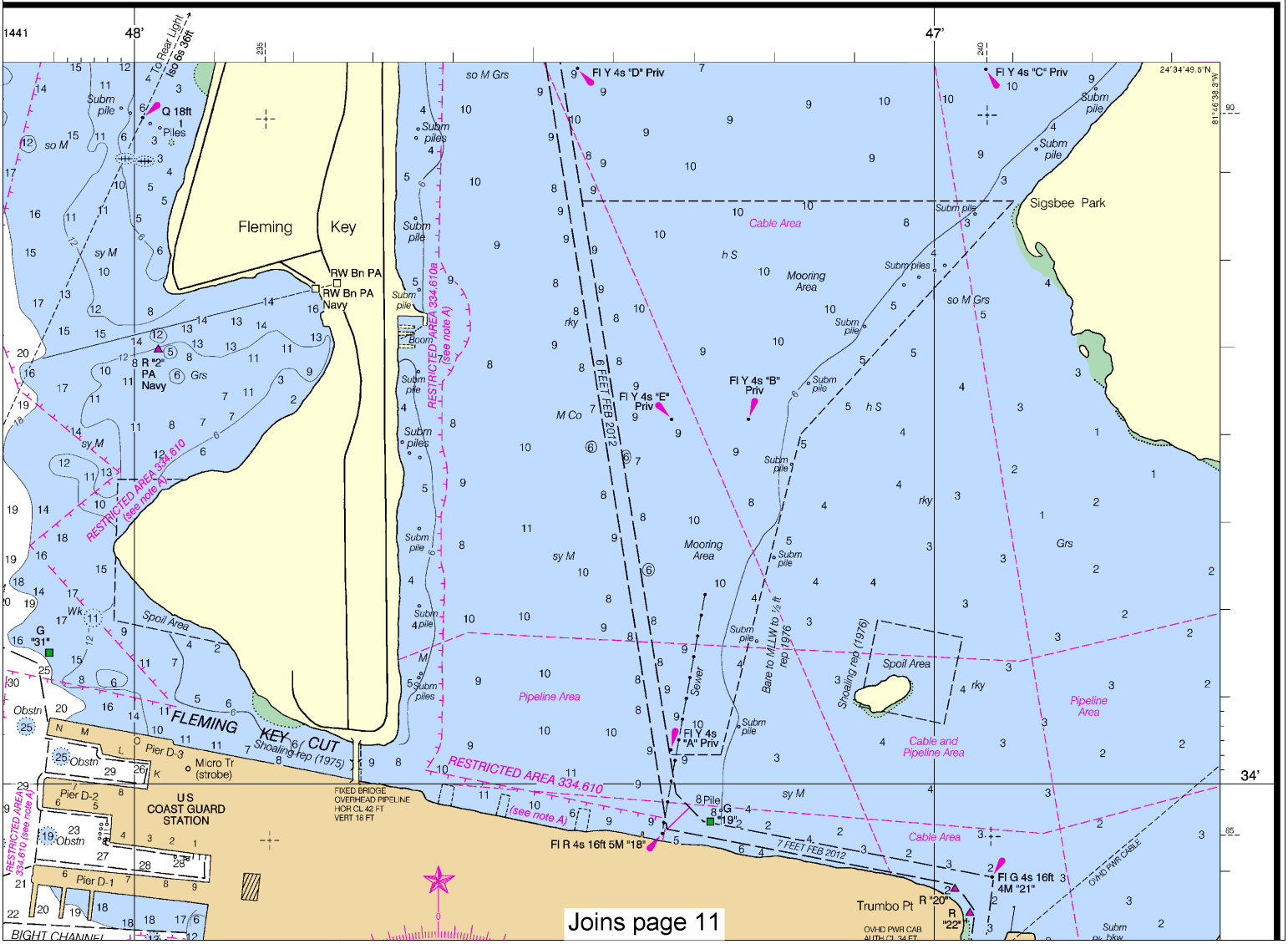
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

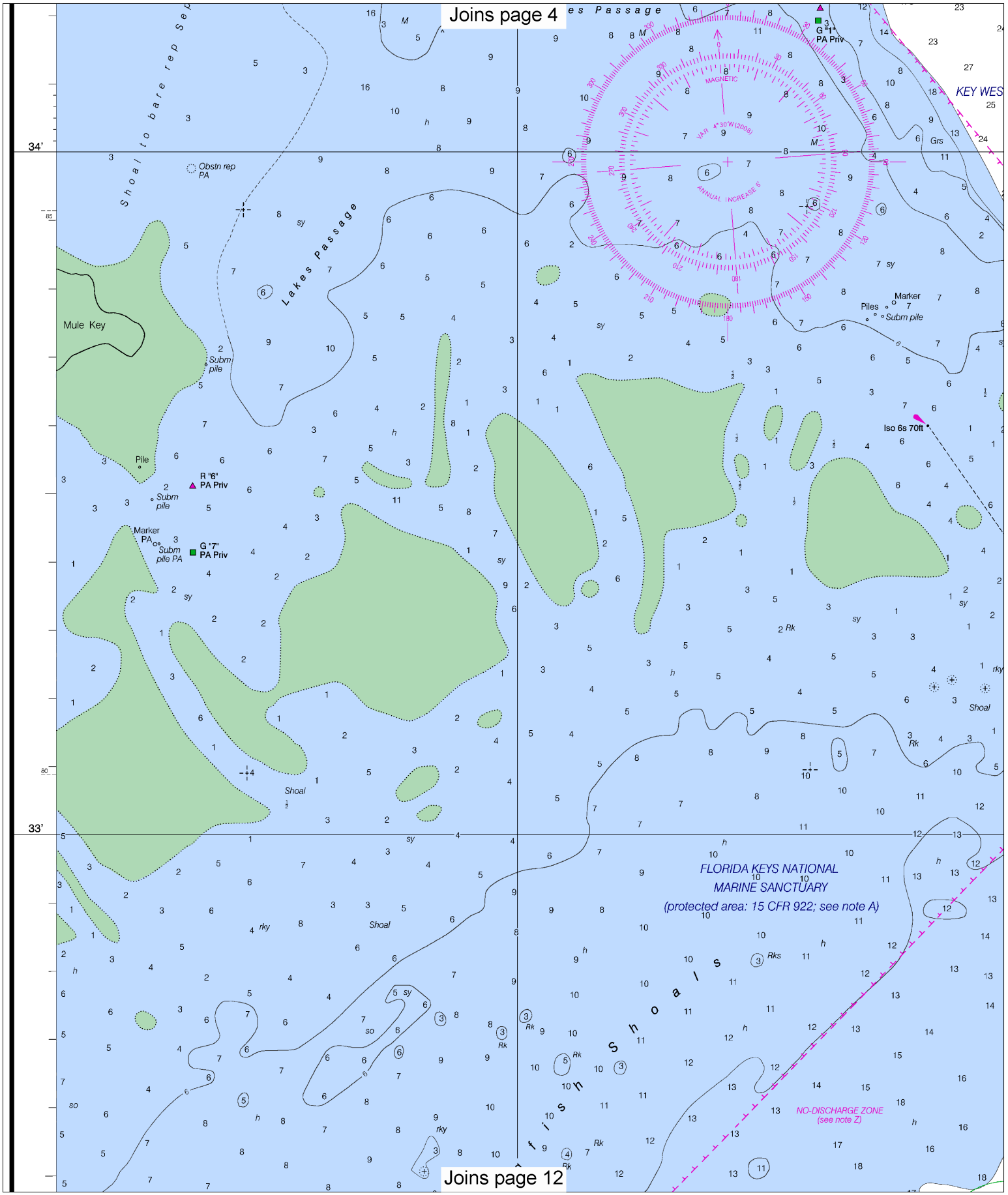
SCALE 1:10,000
Nautical Miles
½ 0 ½
Yards
200 0 200 400 600 800 1000 1200
Meters
200 0 200 400 600 800 1000 1200

11447



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

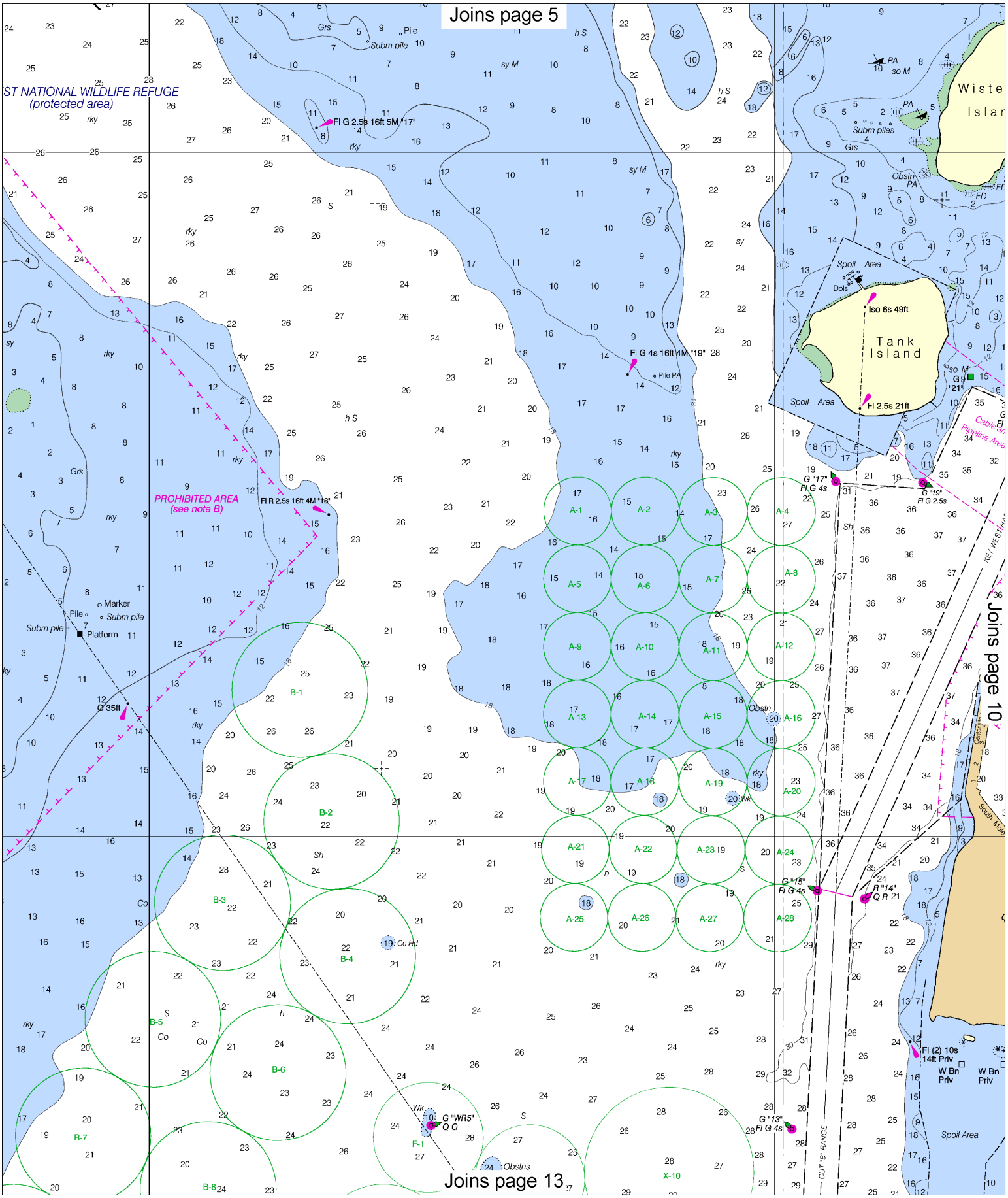
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 5
ST NATIONAL WILDLIFE REFUGE
(protected area)
Fl G 2.5s 16ft 5M "17"
Fl G 4s 16ft 4M "19"
Iso 6s 49ft
Tank
Island
Fl 2.5s 21ft
Spoil Area
Dols
PROHIBITED AREA
(see note B)
Fl R 2.5s 16ft 4M "18"
Marker
Pile
Subm pile
Platform
Q 35ft
A-1
A-2
A-3
A-4
A-5
A-6
A-7
A-8
A-9
A-10
A-11
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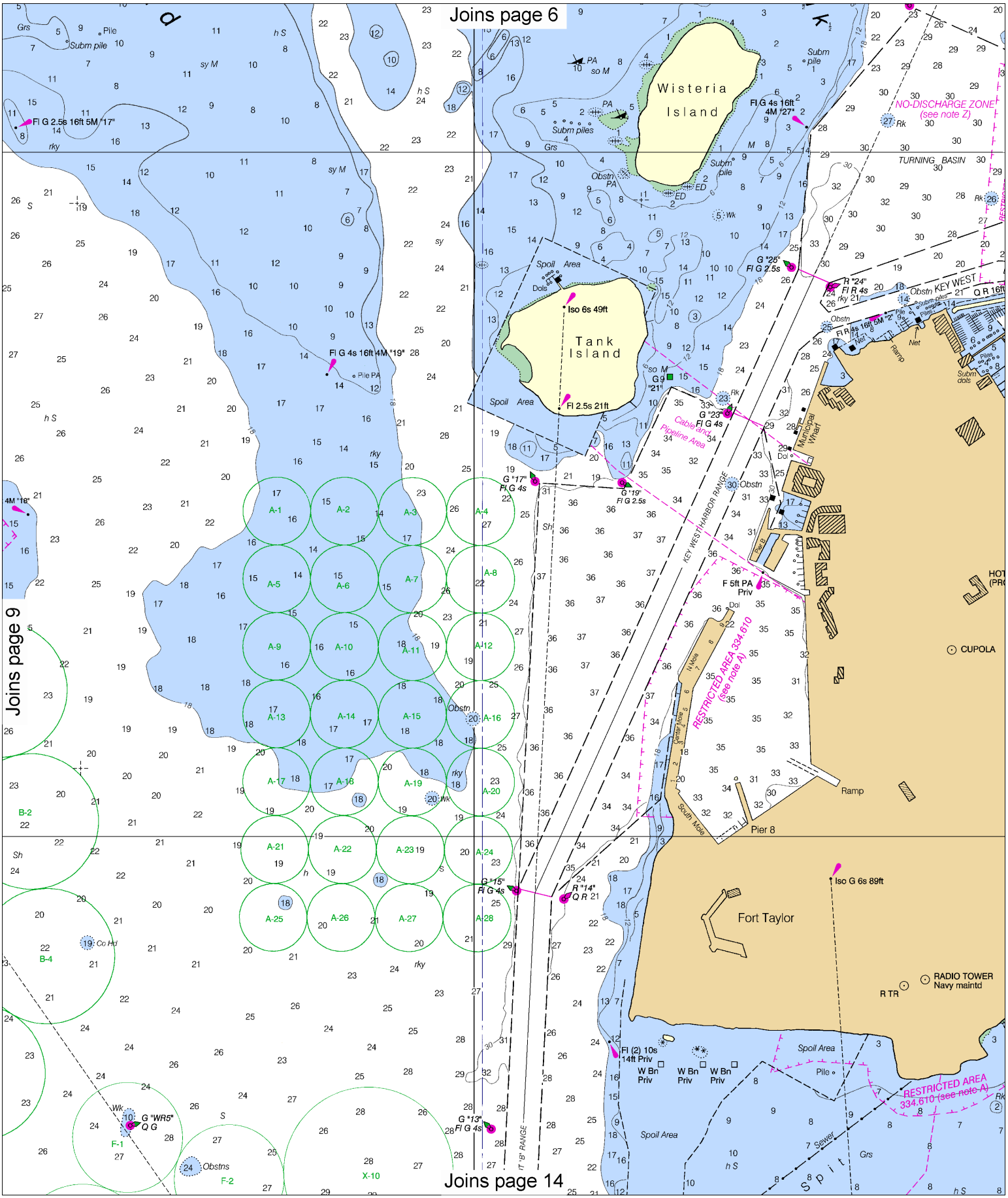
B-5
B-6
B-7
B-8
F-1
X-10
G "17"
Fl G 4s
G "19"
Fl G 2.5s
G "15"
Fl G 4s
R "14"
Q R
G "13"
Fl G 4s
G "WR5"
Q G
Fl (2) 10s
14ft Priv
W Bn
Priv
W Bn
Priv
Joins page 10
Joins page 13
CUT 'B' RANGE
KEY WEST
Spoil Area
Cable area
Pipeline Area



10

Note: Chart grid lines are aligned with true north.

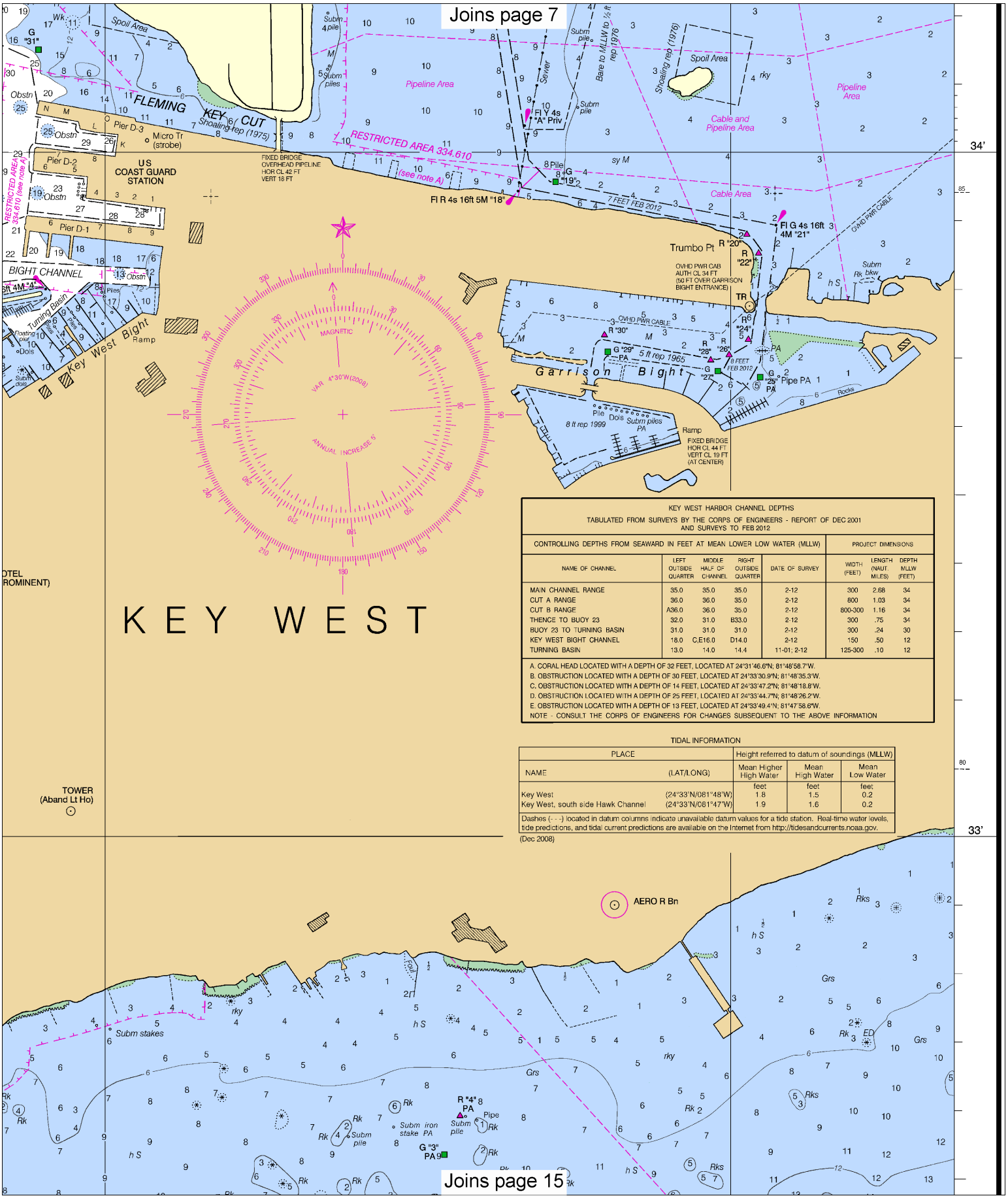
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



KEY WEST HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2001 AND SURVEYS TO FEB 2012

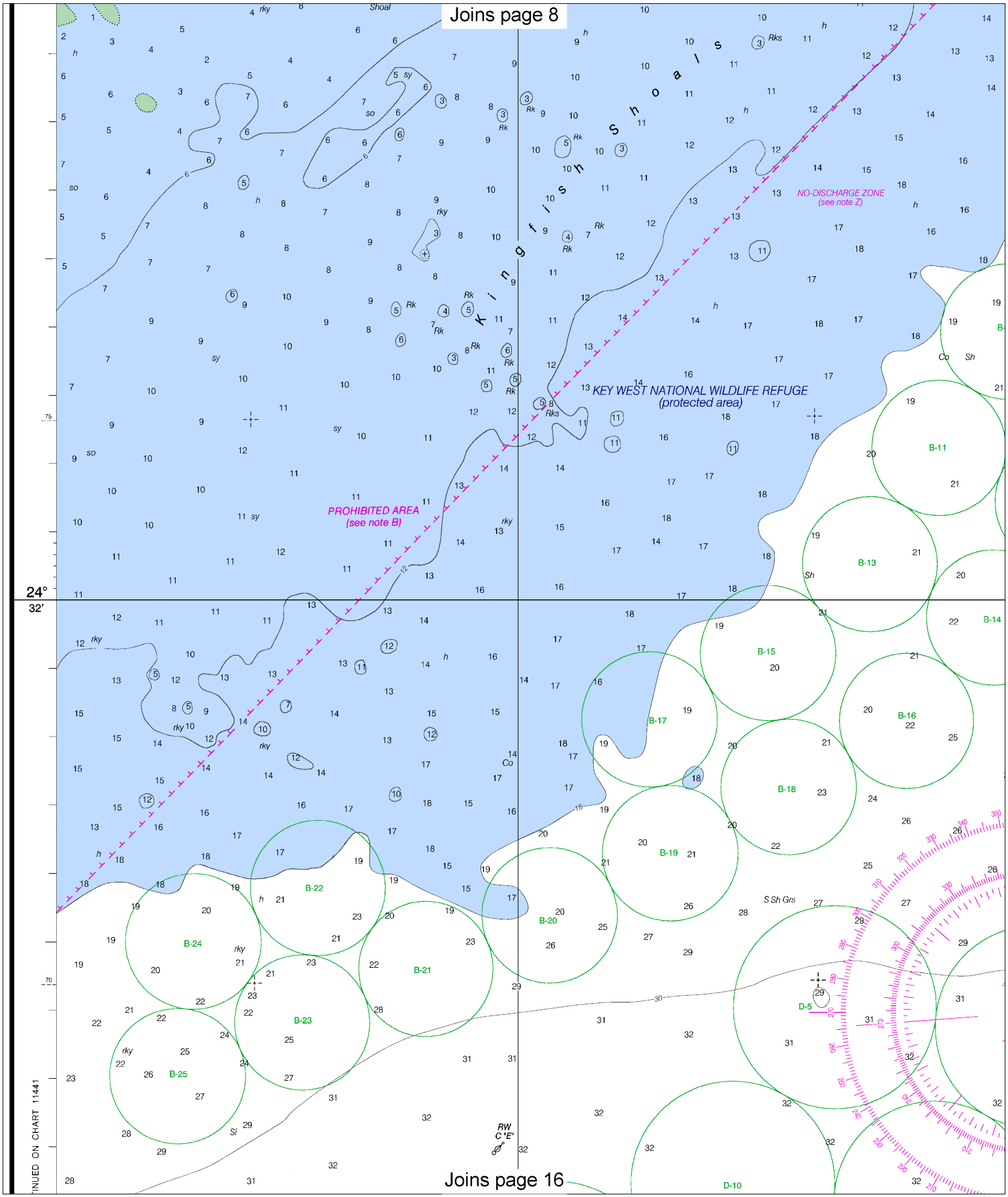
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MAIN CHANNEL RANGE	35.0	35.0	35.0	2-12	300	2.68	34
CUT A RANGE	36.0	36.0	35.0	2-12	800	1.03	34
CUT B RANGE	A36.0	36.0	35.0	2-12	800-300	1.16	34
THENCE TO BUOY 23	32.0	31.0	B33.0	2-12	300	.75	34
BUOY 23 TO TURNING BASIN	31.0	31.0	31.0	2-12	300	.24	30
KEY WEST BIGHT CHANNEL	18.0	C,E16.0	D14.0	2-12	150	.50	12
TURNING BASIN	13.0	14.0	14.4	11-01; 2-12	125-300	.10	12

A. CORAL HEAD LOCATED WITH A DEPTH OF 32 FEET, LOCATED AT 24°31'46.6"N; 81°48'58.7"W.
B. OBSTRUCTION LOCATED WITH A DEPTH OF 30 FEET, LOCATED AT 24°33'30.9"N; 81°48'35.3"W.
C. OBSTRUCTION LOCATED WITH A DEPTH OF 14 FEET, LOCATED AT 24°33'47.2"N; 81°48'18.8"W.
D. OBSTRUCTION LOCATED WITH A DEPTH OF 25 FEET, LOCATED AT 24°33'44.7"N; 81°48'26.2"W.
E. OBSTRUCTION LOCATED WITH A DEPTH OF 13 FEET, LOCATED AT 24°33'49.4"N; 81°47'58.6"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Key West	(24°33'N/081°48'W)	1.8	1.5	0.2
Key West, south side Hawk Channel	(24°33'N/081°47'W)	1.9	1.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2008)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

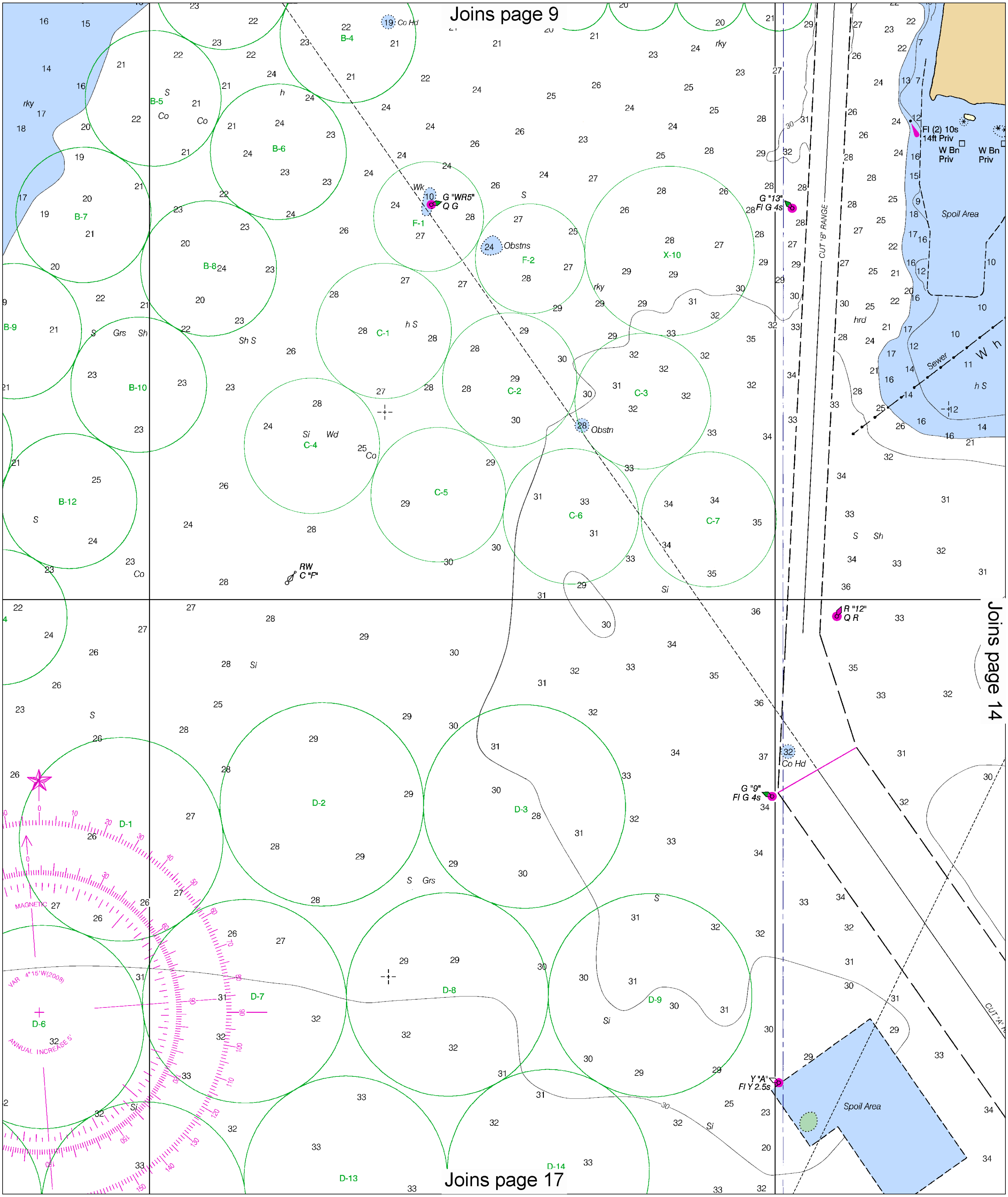
Nautical Miles

0

Yards

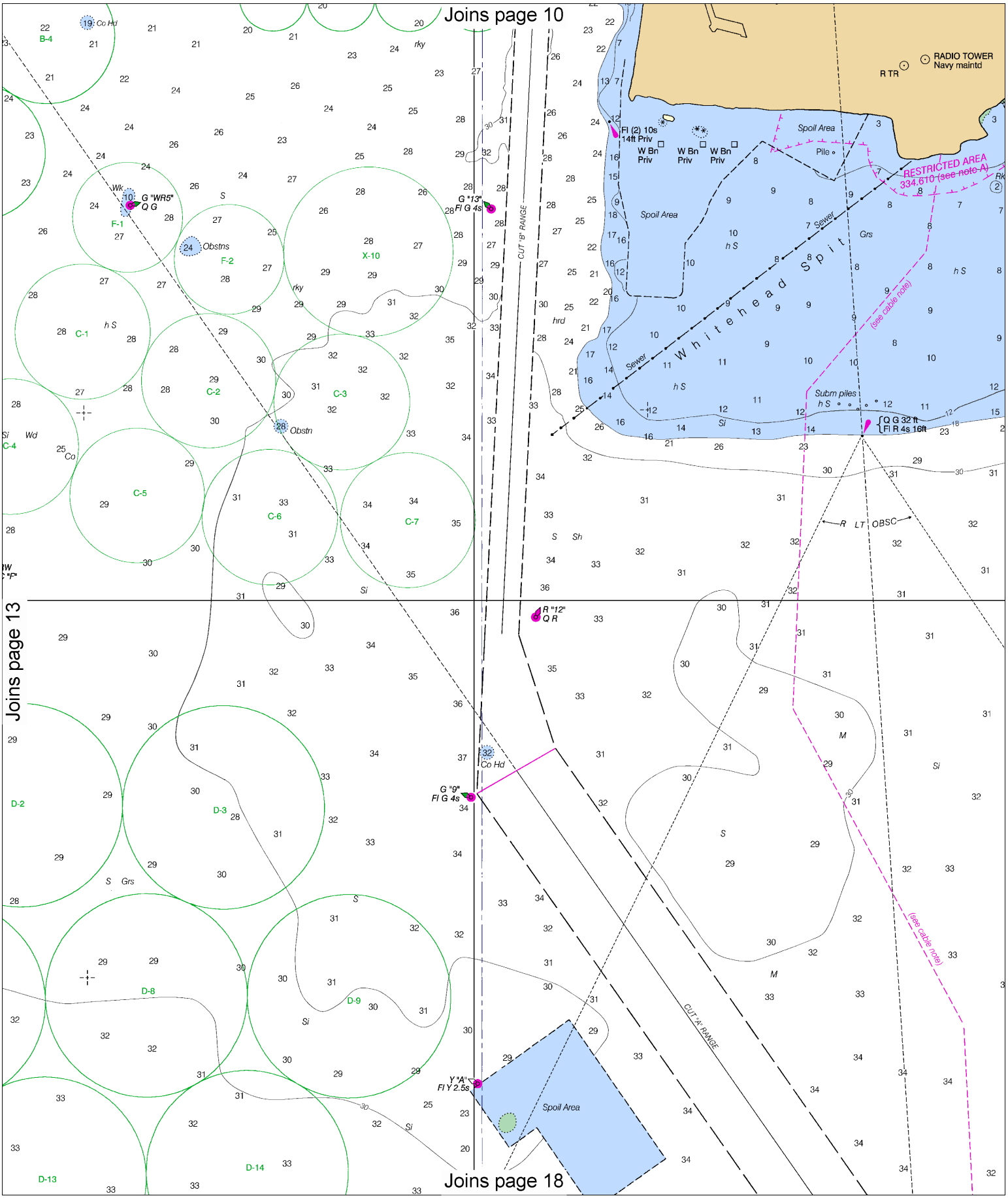
200 0 200 400 600 800 1000 1200

Joins page 9



Joins page 14

Joins page 17



14

Note: Chart grid lines are aligned with true north.

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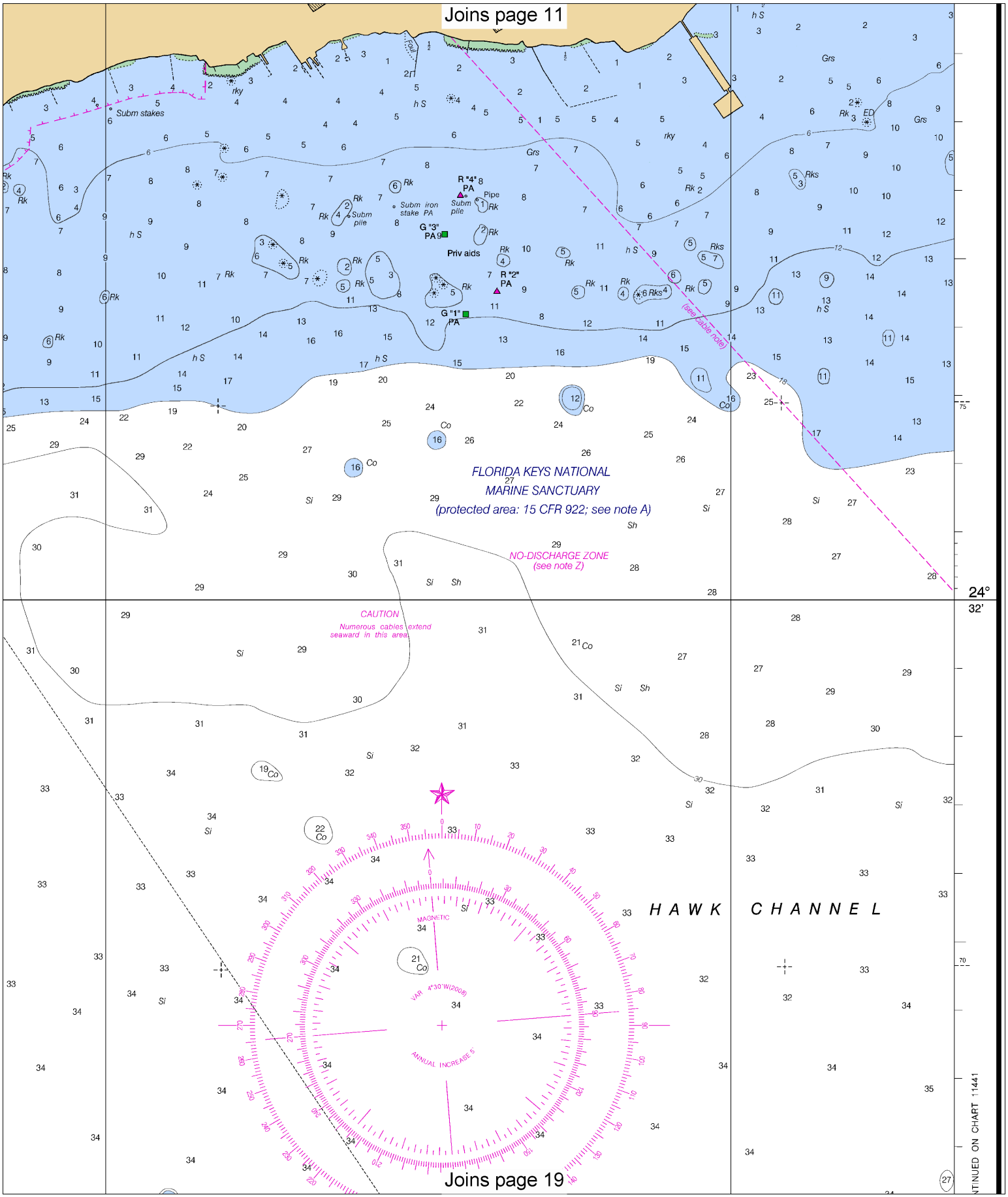
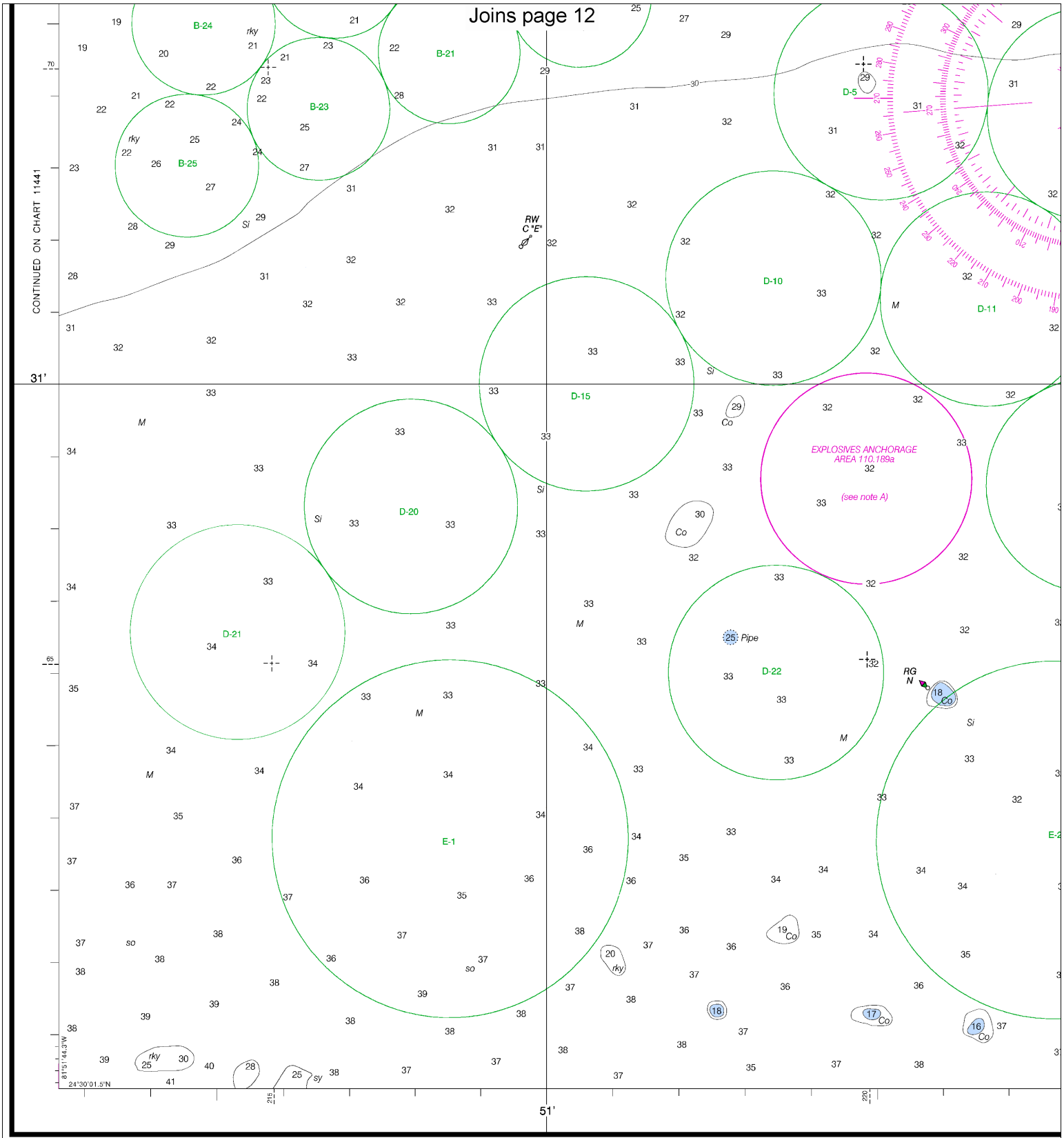
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 11
Subm stakes
R "4" PA
Pipe
Subm iron stake PA
Subm pile
G "3" PA
Priv aids
R "2" PA
G "1" PA
(see cable note)
FLORIDA KEYS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see note A)
NO-DISCHARGE ZONE
(see note Z)
CAUTION
Numerous cables extend seaward in this area
24°
32'
HAWK CHANNEL
MAGNETIC
VAR 4°30'W(2006)
ANNUAL INCREASE 6'
Joins page 19
NTINUED ON CHART 11441



37th Ed., Dec./08 ■ Corrected through NM Dec. 13/08
Corrected through LNM Dec. 09/08

11447

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

½
200 0 200
200 0 200

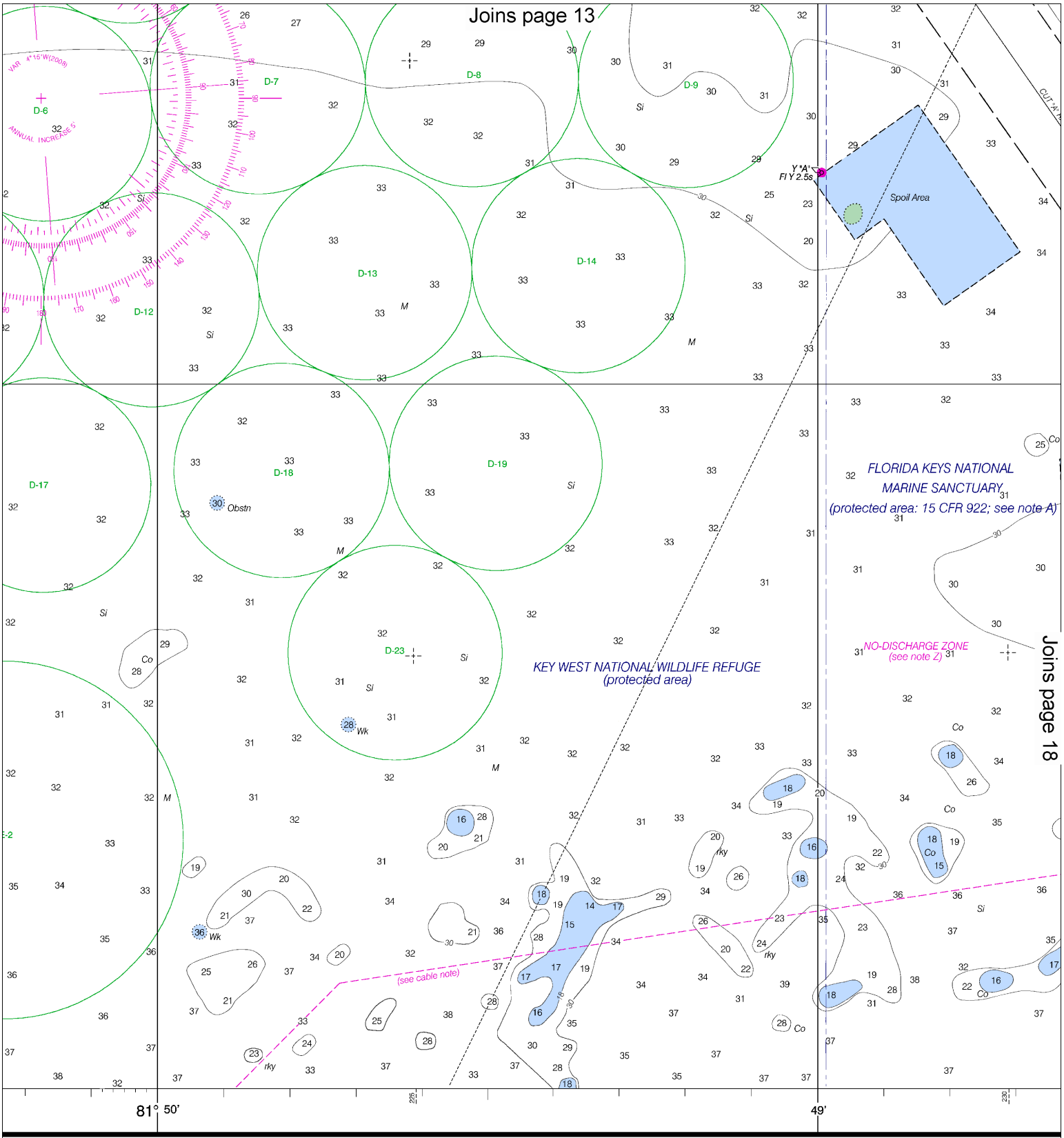
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.



SCALE 1:10,000

Nautical Miles

0 ½

Yards

400 600 800 1000 1200

Meters

400 600 800 1000 1200

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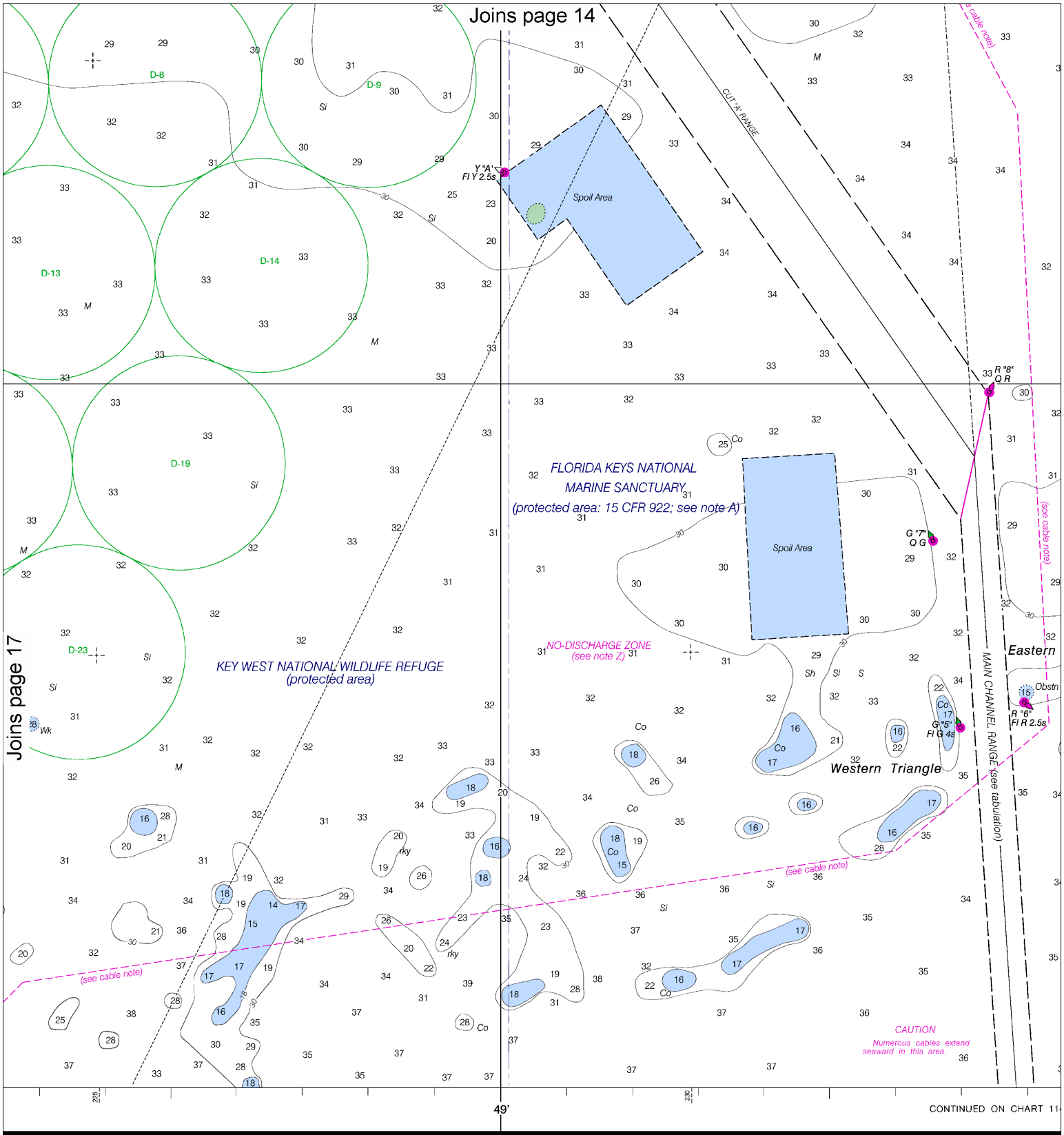
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
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COAST SURVEY

SOUNDINGS IN FEET

1200

18

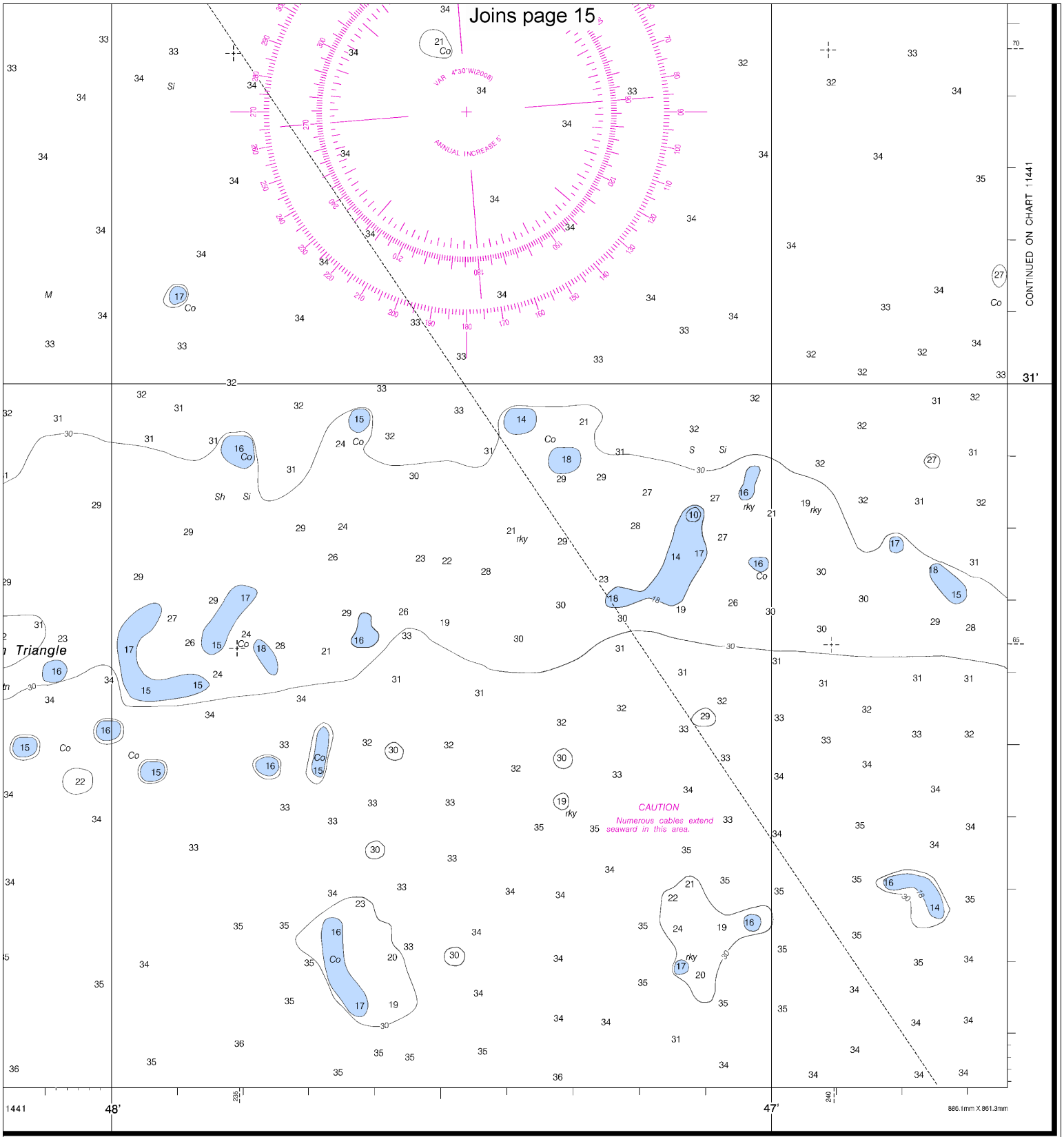
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Key West Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

11447

NSN 7642014010148

NGA REFERENCE NO. 11AHA11447

ED. NO. 37

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
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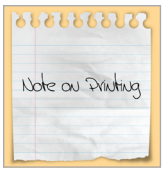

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